

Aircraft Noise Over Woodside

-We Do Not Want Another SERFR

Raymonde Guindon, Ph.D.



Quiet Skies Woodside

Woodside Is Overflowed By Traffic from All Airports: SFO, SJC, OAK, and local

One-Day Air Traffic:

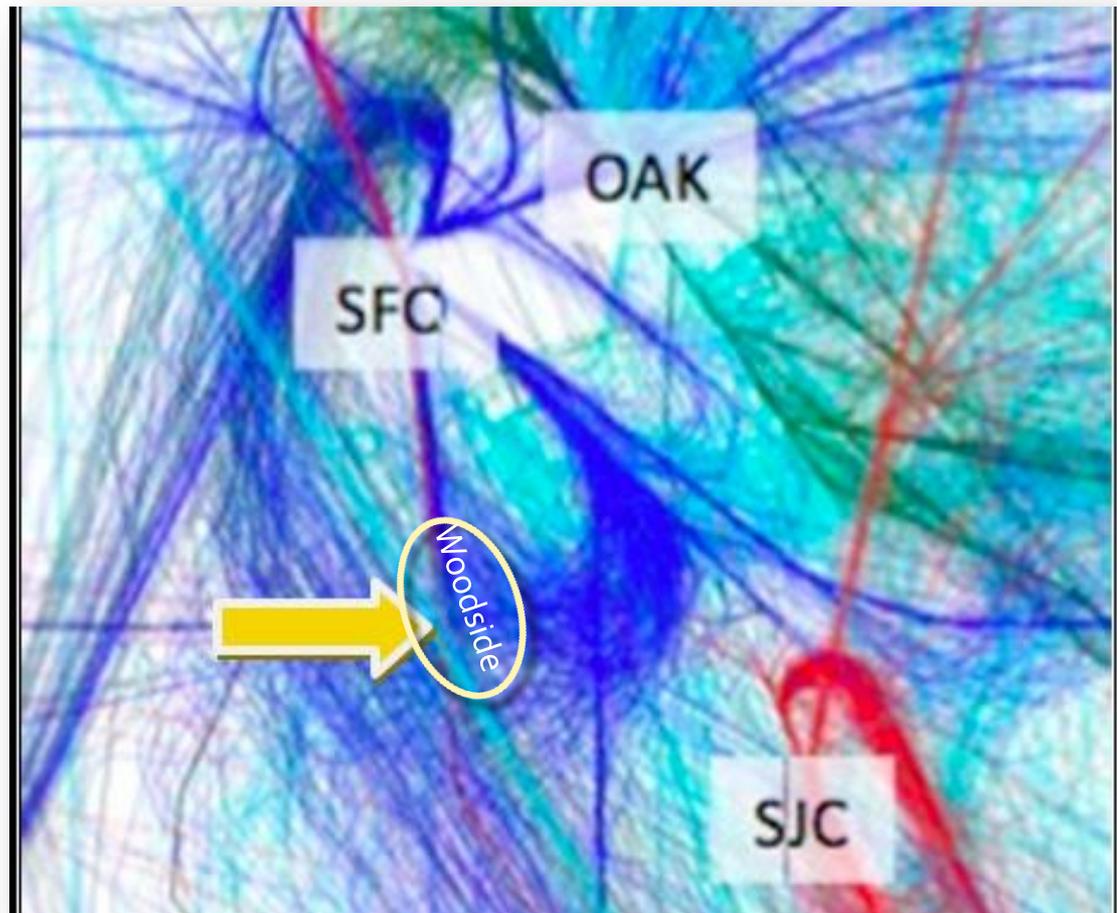
SFO (dark blue)

San Jose (red),

Oakland (dark green)

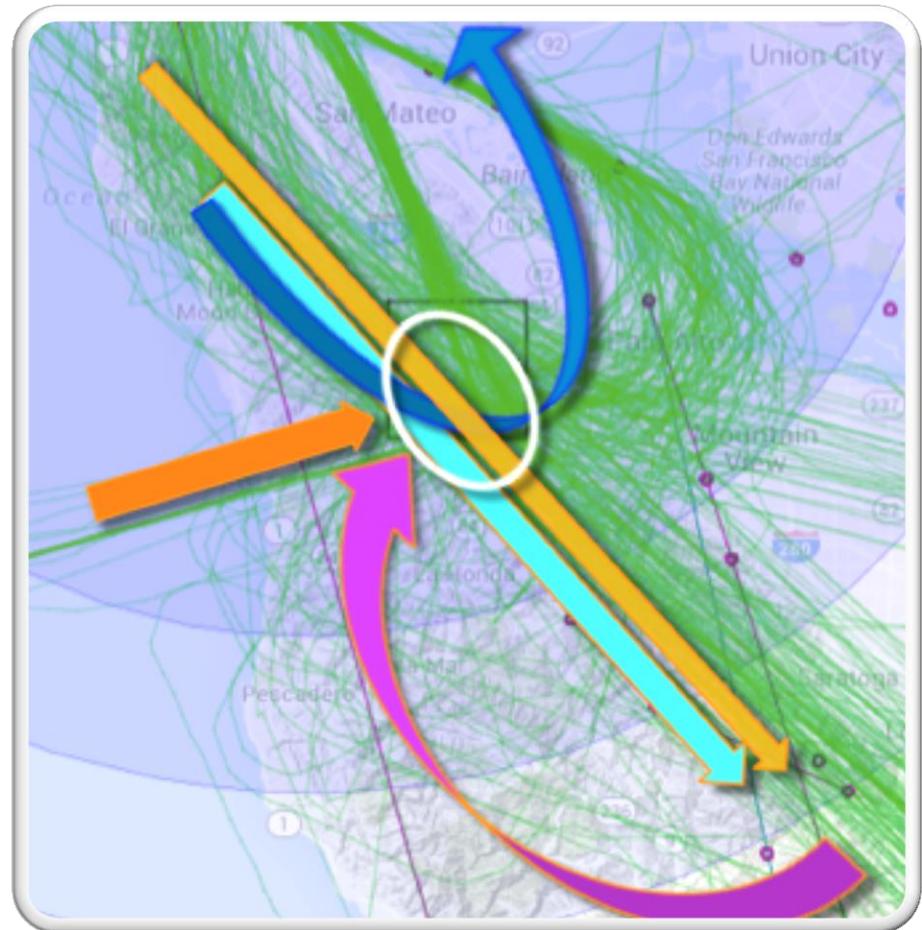
**General aviation
(turquoise)**

(source: FAA Initiative)



Woodside is Overflowed by 5 Main Types of Traffic: **Oceanic**, **SJC BRIXX Arrivals**, **SFO Northern Arrivals**, **SFO & OAK Southern Departures**, **SERFR Southern Arrivals Vectored Traffic**

- + **OCEANIC Route**: Flights from Hawaii and Asia
- + **BRIXX**: Arrivals to SJC from Northern US
- + **Vectored POINT REYES and BDEGA Routes** (Northern Arrivals): Asia-Pacific, Europe, Canada, Northern US
- + **Vectored SERFR**: From Southern CA, Southwest, Mexico,
- + **SFO and OAK DEPARTURES** to Southern California and Southwest
- + "Vectored": Air Traffic Controllers give special headings to pilots. It can be because the airport is too congested ("reroute")



We Want - Return to Noise Level Prior to October 2015

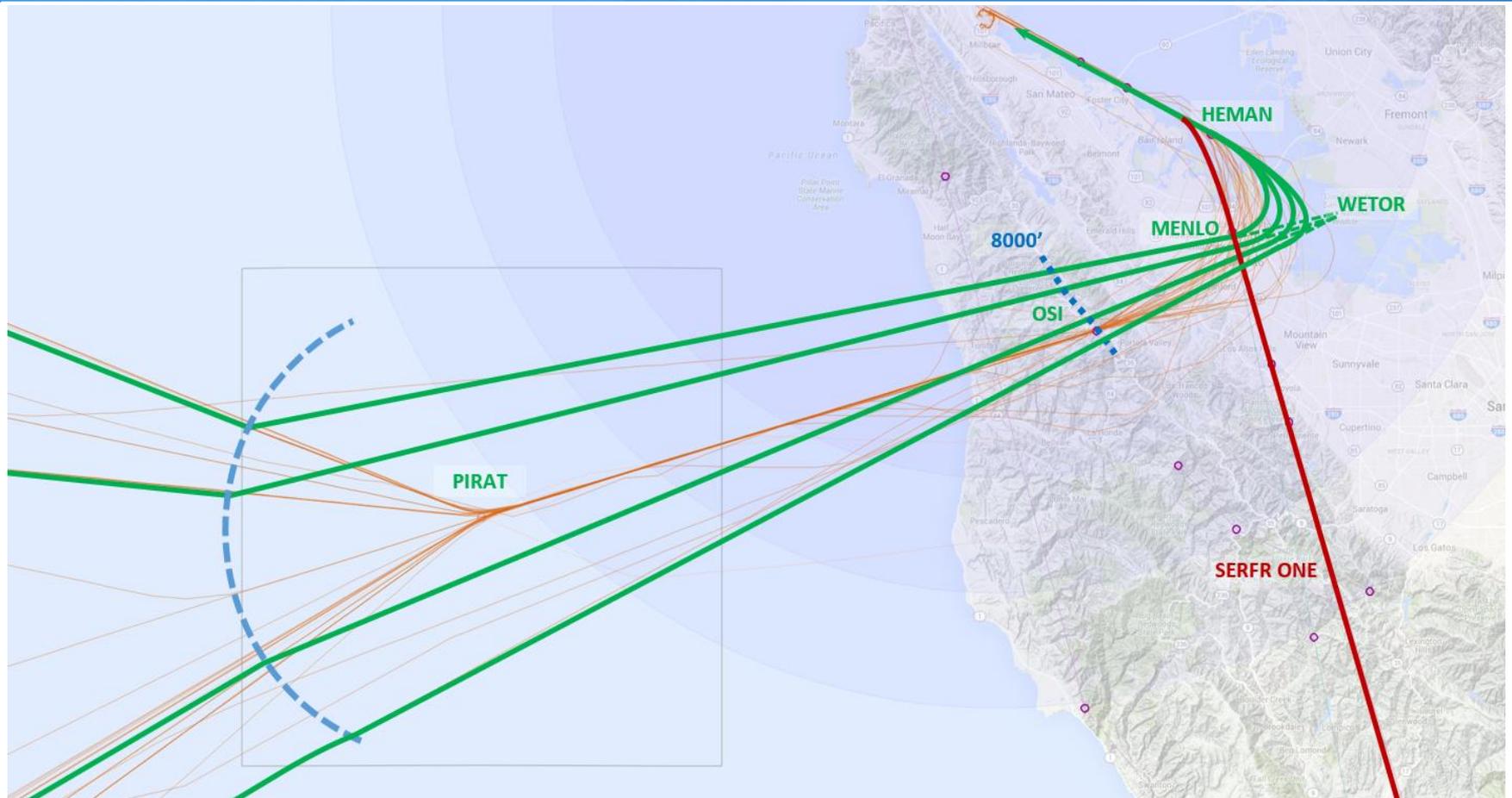
- + Woodside is a rural town with ambient noise level of ~30 dB
- + Starting October 15, 2015 – FAA Made a Procedure/Route Change Over Woodside
- + Starting October 15, 2015 -- Large Increase In Aircraft Noise Over Woodside
- + SFO Noise Complaints from all Districts

- + WANT: A Return to the Aircraft Noise Level Prior to October 2015

Solutions We Support For Noise Reduction

- + Principled Dispersal of the Aircraft Traffic Over Woodside
- + Keep Minimum Altitude over Woodside VOR at 8,000 feet
 - + Per Eshoo Agreement: fly over the VOR at a minimum of 8,000 feet
 - + But Frequent Violations ...
- + Raise BRIXX Route Altitude Over Woodside
- + Continuous Descent (make it effective over Woodside VOR)
- + Maximize Track Over Non-Populated Areas
- + Force Retrofit of Airbus 320 with vortex generator
 - + Europe did it – we can too

Illustration of Dispersal/Fanning for Oceanic Arrivals



A Solution We Do NOT Support that was Proposed to the “FAA Initiative to Address Noise Concerns”

- + **Solution: Could Amount to Add Another SERFR-like Route over Mid-Peninsula**

 - + **And Woodside Could be Under It**

- + **The Motivations—**

 - + offer greater operational efficiency to the air traffic controller

 - + provide for a predictable ground track

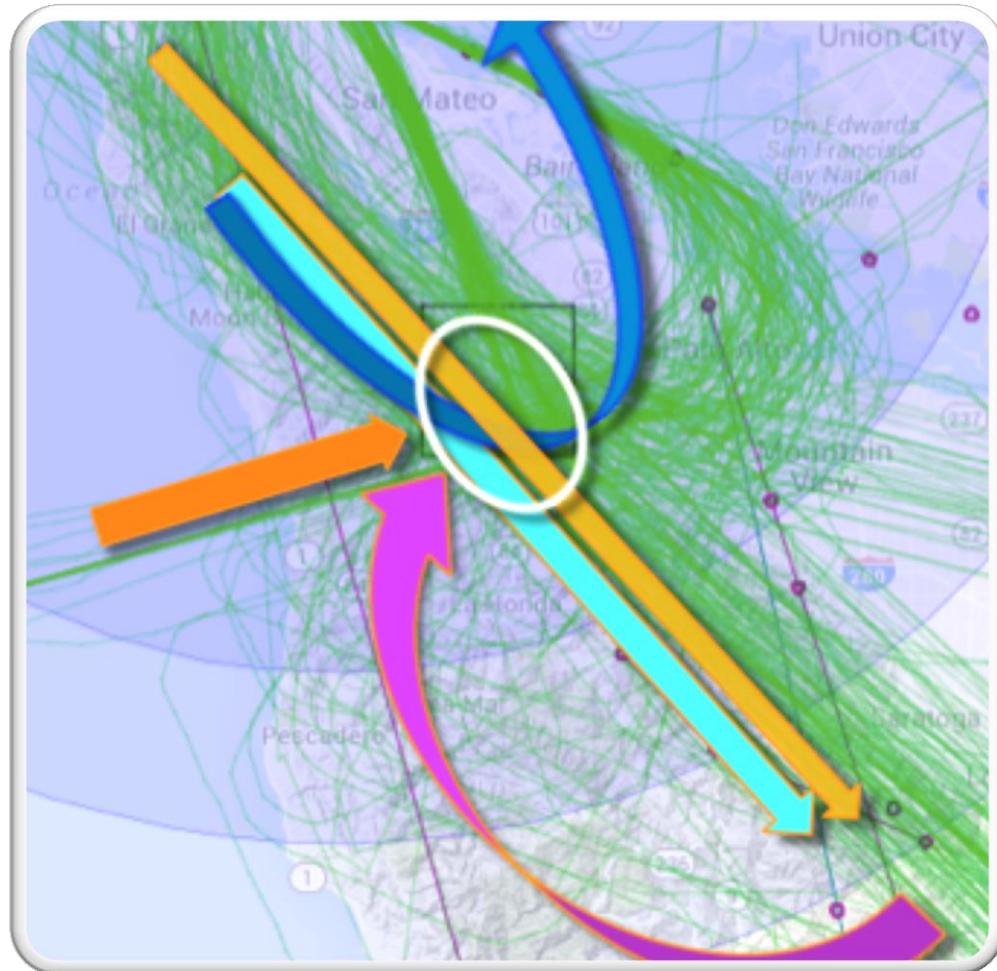
 - + enhanced safety for general aviation users

- + **NO NOISE REDUCTION**

We do Not Support Adding a "SERFR" Over Woodside and Mid-Peninsula

*Woodside is
Already Under 5
Major Air Traffic
Patterns*

**WE OPPOSE
ADDING A NEW
"SERFR"
OVER THE MID-
PENINULA**



We do Not Support Adding a "SERFR" Over Woodside and Mid-Peninsula

INCORRECT CLAIM:

Woodside/VOR Only Gets 10 Oceanic Route Flights per Day

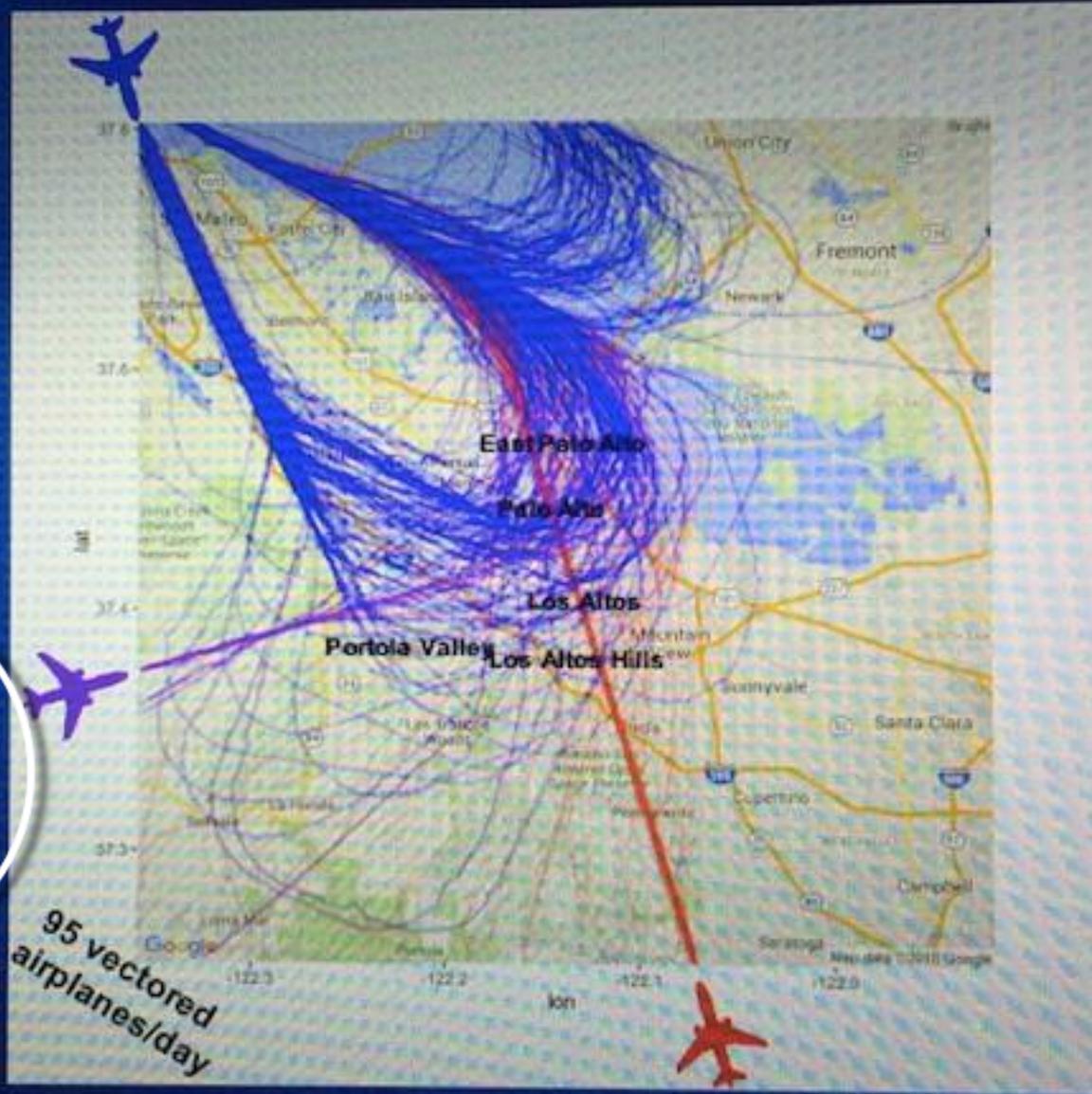
CORRECT CLAIM:

Woodside gets 20+ to 40 Oceanic Flights per Day

- + Vectored SERFR**
- + Vectored BDEGA**
- + Vectored POINT REYES**
- + BRIXX**
- + SFO/OAK Departures**

Airplane Tracks over Mid-peninsula in One Day

Pt. Reyes
Corridor:
100 airplanes/day



Oceanic
corridor

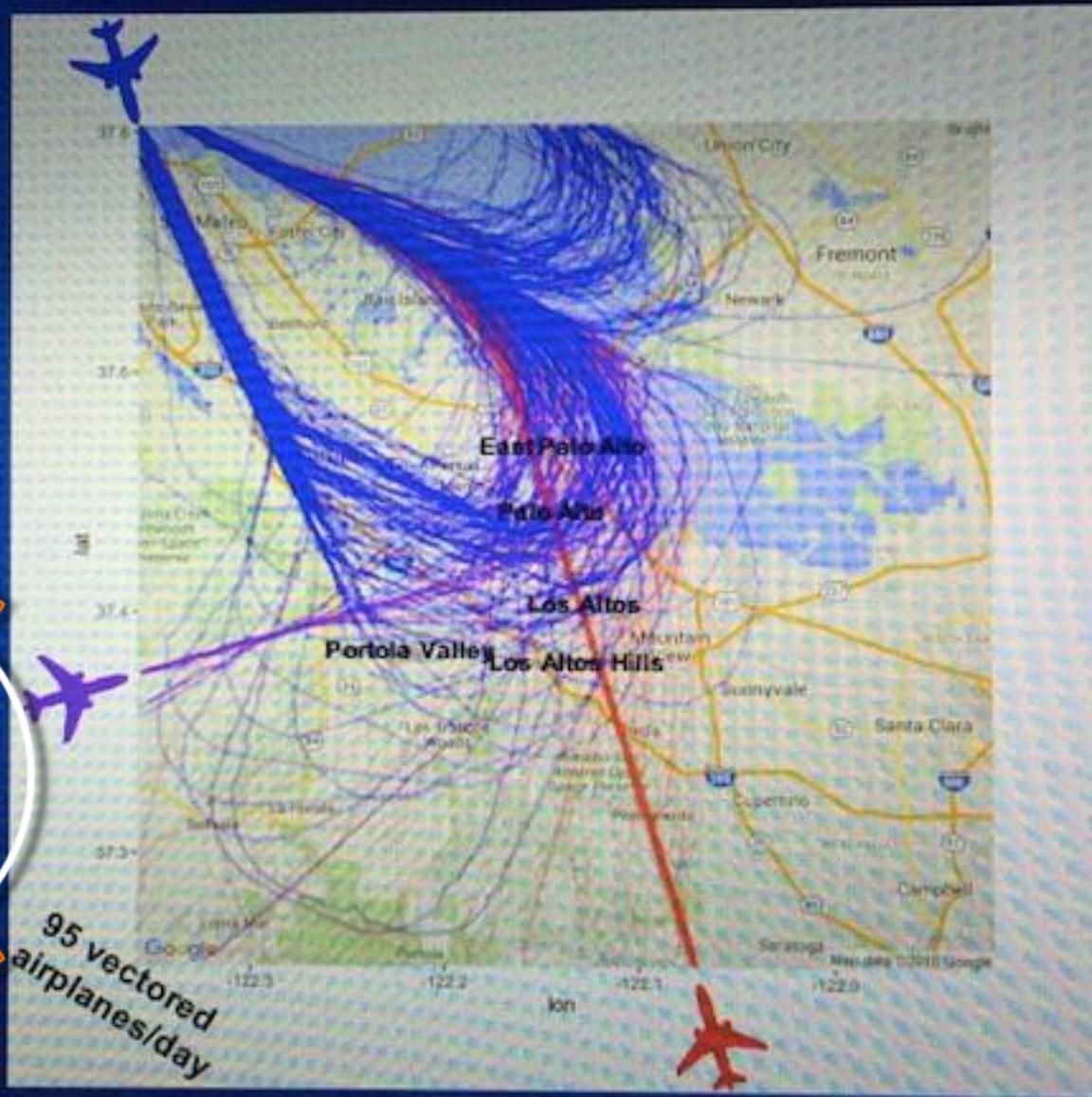
Oceanic corridor:
10 airplanes/day

95 vectored
airplanes/day

SERFR corridor: 100 airplanes per day

Airplane Tracks over Mid-peninsula in One Day

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~~Oceanic
corridor~~

~~Oceanic corridor:
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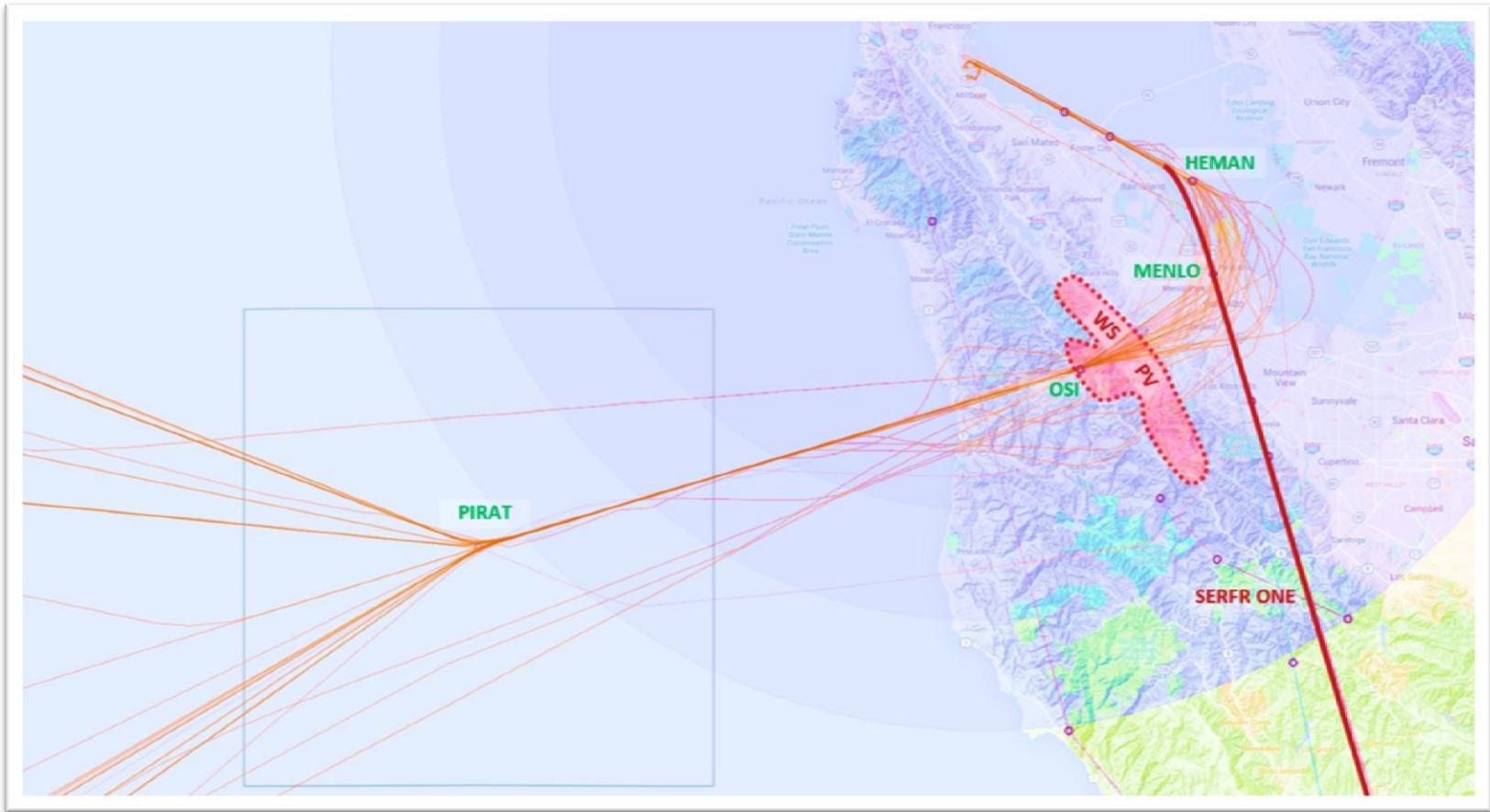
INCORRECT CLAIM:

Woodside Only Gets 10 Oceanic Route Flights per Day

CORRECT CLAIM: 20+ to 40 Oceanic Route Flights/Day

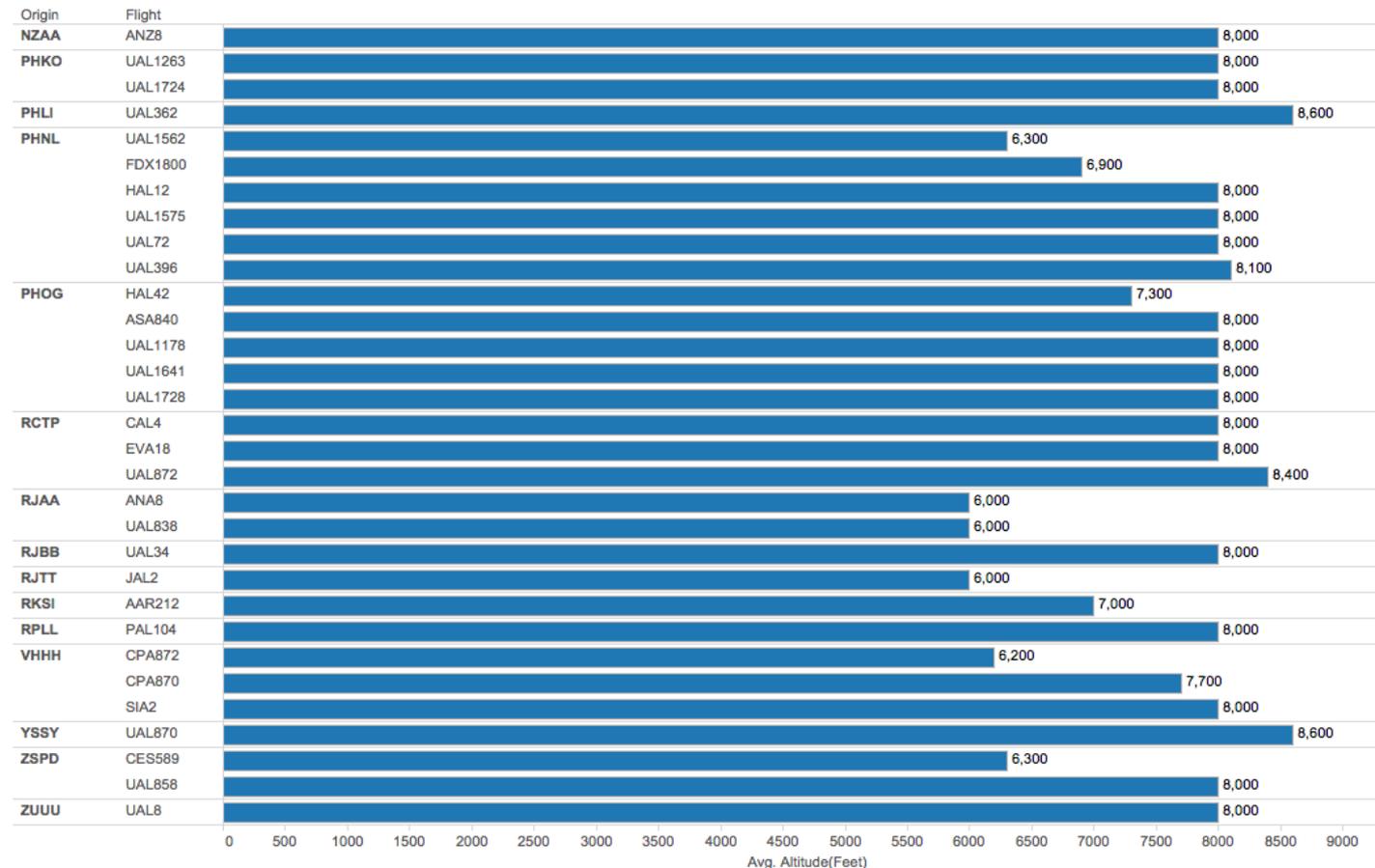
- + FACT:** *Oceanic Route is defined as going through waypoint OSI/VOR*
- + FACT:** *If the flight route does not include waypoint OSI/VOR, then it is NOT an Oceanic Route flight*
- + FACT:** *If the flight goes through OSI/VOR, then Woodside hears it, LOUD*
- + FACT:** *Vectored Northern Arrival flights from Asia-Pacific are NOT part of the Oceanic Route, but part of the BDEGA/POINT REYES routes, and they are vectored over Woodside*
- + FACT:** *Woodside gets 20+ to 40 flights/day just from the Oceanic Route*
- + FACT:** *Oceanic Route Planes are Large, Loud, and Fly at Low Altitudes over Woodside*
- + FACT:** *Are a Major Source of Noise Complaints from Woodside*
- + FACT:** *Very few Oceanic Route flights get vectored PRIOR to reaching waypoint OSI/VOR and Woodside*

One February 2016 Day: Orange Lines are Flight Paths of Oceanic Route Flights
**Almost NO Flights Vectored Prior to OSI and Woodside and Of Those Most
Are Vectored Back Over Woodside and Portola Valley**



MARCH 13, 2015: 31 Oceanic Route Flights with Altitude Over VOR/OSI

Oceanic Flight Altitude Over VOR - March 13, 2015 - 31 flights

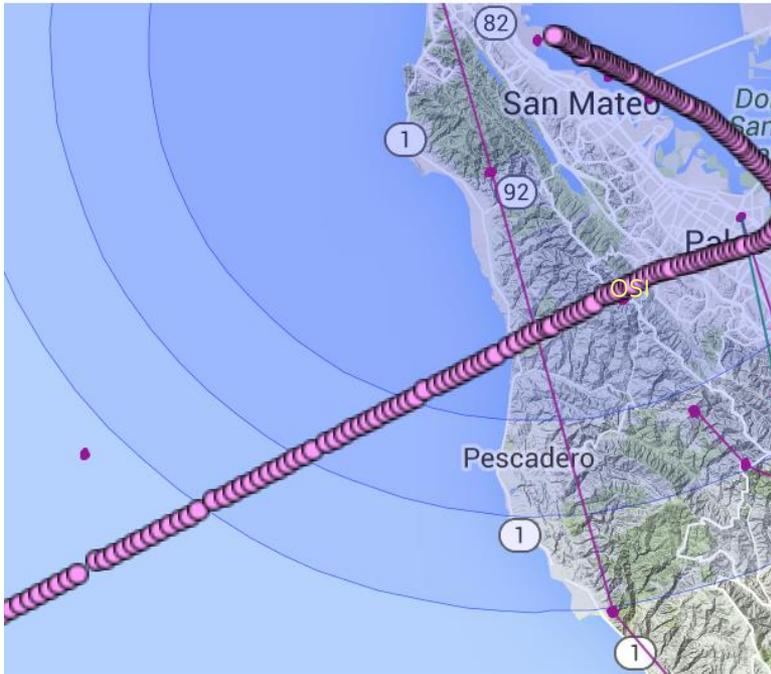


Average of Altitude(Feet) for each Flight broken down by Origin. Details are shown for Flight. The data is filtered on average of Altitude(Feet), which ranges from 4,000 to 10,000.

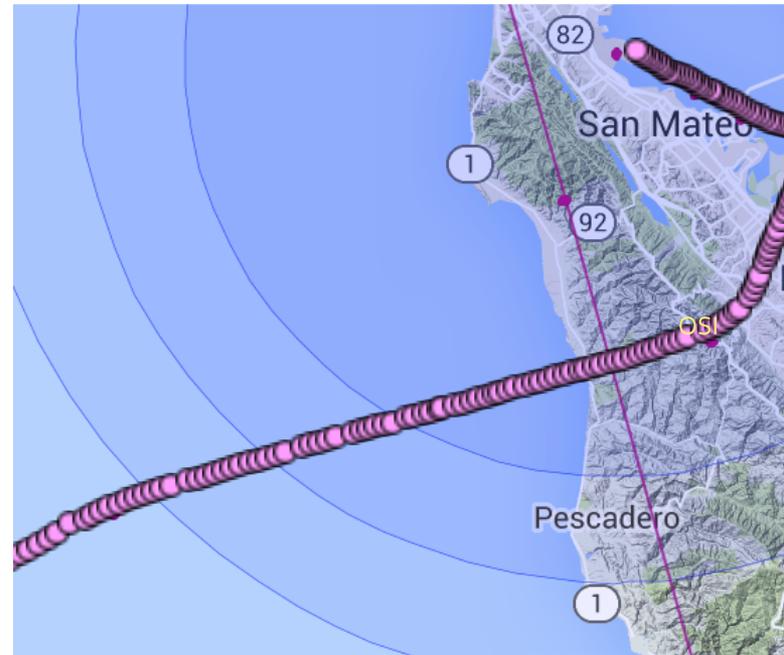
December 5, 2015: 34 Oceanic Flights None Vectored Prior to OSI

(For more details see: quietskieswoodside.org)

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Route=[PIRAT OSI PPEGS DUYET NEPIC]



WE SUPPORT: Dispersal/Fan + Higher Altitudes + Maximize
Track Over Non-Populated Areas + ...

NOT ANOTHER SERFR

THANK YOU

Raymonde Guindon, Ph.D.

quietskieswoodside.org